Shihr who forward their letters by caravan or special messenger. 205
Outward mails are disposed of in a similar manner. At Shibam I noticed a box inside the gate of the city in charge of one of the merchant's men in which letters were being placed for despatch to Aden by aeroplane. Runners can cover the distance from Mukalla to Du'an in 24 hours, and Mukalla to Shibam in three 481
days.

Harbours.

The only harbours for steamers are Mukalla and Shihr. Mukalla 504
promontory extends about 1¾ miles south-eastward. Ras Marbat is its south-western extremity, and Ras Kodar, eight cables eastward of Ras Marbat, is the southern extremity. Ras Mukalla, about three cables north-eastward of Ras Kodar, is the eastern extremity of the promontory.

Mukalla bay is the north-eastern part of the bight between Fuwa and Ras Marbat. About 1½ miles north-westward of Ras Marbat are two small bays, separated by a projection, extending about three cables south-westward, on which stands part of Mukalla town. The western of these two bays is the more frequented by boats. The eastern bay is seldom used owing to the swell which rolls in during the north-east monsoon. The shore bank in Mukalla bay, on which anchorage can be obtained, extends about half-a-mile offshore near the town, increasing westward to a width of nearly a mile off Fuwa. A stone jetty close to the Customs House is the usual landing place. There is no lighthouse, but a single lamp fixed on a pole in a small boat gives the only guiding light into the harbour. During the south-west monsoon dhows anchor at Bandar Burum where there is anchorage in depths of from five to seven fathoms, good holding ground, south-eastward of Burum village, but a ground swell rolls in.

Shihr roadstead is open with anchorage in depths of from 7 to 12 fathoms, sand and shells, from seven cables to one mile offshore.

Besides Mukalla, Burum, and Shihr the dhow harbours along the Hadhramaut coast are: Bandar Ruweini, about two miles northward from Ras Mukalla, has depths of from four to six fathoms, and native craft shelter here during the south-west monsoon; Hami, where there is anchorage off Hami village in depths of seven to eight fathoms about a mile offshore; Sharma bay, with a good anchorage in depths of from four to five fathoms; Al Qarn, an anchorage where small vessels can lie safely in depths of from two to four fathoms (Sharma bay and Al Qarn lie close to the town of Dis; Al Qarn is the more frequented harbour); and Ras Qus'eir, a mile southward of Qus'eir, where there is anchorage, but without shelter, in depths of from 12 to 14 fathoms.

Shipping.

There are two Lines calling frequently but not regularly. Usually 505
each calls twice a month. One is the Halal Shipping Company—Agent, Yusuf Sherif; and the other Cowasjee Dinshaw and Bros.—

18:Ingrams G-S (1934-36)1938 MM2 Hadhramaut MM2

Haswein, and Heila, entirely by the people themselves, and most of the seventeen landing-grounds in the country are now in frequent use by the Royal Air Force. It is interesting to note that many of these landing-grounds were built on the initiative of the local people, and all the new ones were voluntarily constructed by them at no expense to Government. The Sei'ar, the Badawin 'Awamir in the north and one or two others have asked for landing-grounds to be made so that they may be visited.

Hitherto communication with the Hadhramaut has been by irregular calls of ships at Mukalla and Shihr, but now there is a weekly commercial air service maintained by Arabian Airways from Aden to Mukalla and Seiyun. There was previously no postal service but now there is a post office at Mukalla and five postal agencies at the principal centres of Shihr, Tarim, Seiyun, Shibam and Du'an. There was no wireless communication, but now there is a commercial service with Mukalla and Government stations at Seiyun and Al 'Abr, and another in contemplation.

Remarkable as these improvements in communication are they do not yet fulfil all the needs of the country, for it is over 60,000 square miles in extent with a population of only about 300,000, of whom perhaps 50,000 dwell on the coastal area and 100,000 in the comparatively fertile wadi lands of the interior, while the rest are Badawin or scattered in more remote settlements where the soil allows the production of a modest living. This wide area, rather larger than England and Wales, has now been all seen, at any rate from the air, though of course not all has been visited on the ground and there are still wide and very desolate areas which have yet to be trodden.

The areas that offer most scope for development and on the development of which the prosperity of the whole country must depend are, of course, the coast and the Wadi Hadhramaut system itself. As in all tropical countries agriculture must be the basis of the modest natural wealth of the country, and the area that offers most scope is the Wadi Hadhramaut and its dependent wadis, principally that part of the wadi between Henin and Qa'udha on the west and As Som on the east, with the Wadis Du'an and Leisar, 'Amd, Bin 'Ali, Al 'Ain, Tarba, and 'Adim, running into it from the south. Generally speaking little cultivation is attempted in the wadis from the north.

The outlook of the coast, dominated by Mukalla and Shihr, is chiefly commercial and maritime. Those who do not depend on trade go down to the sea either in the dhows or as fishermen, though there is a certain amount of agriculture and the most important areas are Meifa and Ghail Ba Wazir. From the development point of view the Hadhramaut is fortunate in possessing a balanced population and one that has shown itself enterprising in the making of money abroad. It is the general belief of responsible local opinion that many of the 100,000 Hadhramis who live abroad will return, now that there is security and the prospect of finding a living in a country which, more than many peoples with the emigrating habit, they always regard as home. In a balanced population there are classes which fit into every phase of the cultural and economic structure of society, and the obvious basis of development will do nothing to upset the existing structure but simply give it extended scope. In areas inhabited only by tribesmen development must be difficult and slow, for there are many occupations

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden
Hadhramaut MM2

653 Their chief function is the construction and maintenance of state buildings and roads throughout the territories. In the main towns in the Qu'aiti State the department is responsible for the upkeep of the conduits bringing in water from springs outside. All air landing grounds, except Riyan, are maintained by the Public Works Department of the two States.

Chapter 10: Communications

WESTERN PROTECTORATE

494 491 Increasing use is being made of motor vehicles. These are for the most part driven along sandy beaches, dry river beds or across open desert, but in some places tracks have been improved and in a few cases new roads cut through difficult country. Nearly all roads are extremely rough and surfaces are rarely repaired.

The following routes are open for motor traffic:

	Miles
Sheikh Othman to Lahej	16
" " " Tor al Bahar	64
" " " Museimir	61
" " " Dhala	88
Aden to Zinjibar	40
Zinjibar to Ja'ar	6
" " Al Husn	16
" " Dirjaj	17
" " Sheikh Abdulla	6
" " Shuqra	30
Shuqra to Am Surra	30
" " Lodar	50
" " Mudia	68
" " Am Quleita	78
" " Mahfid	145
" " Habban (Eastern Protectorate)	195
" " Said	196
" " Nisab	253
" " Beihan al Qasab	373
" " Ahwar	76
" " Irqa (Eastern Protectorate)	124

509 712 A regular air service by Aden Airways is maintained between Aden and Mukeiras. Other landing grounds, which are used only by the Royal Air Force, are situated at Shuqra, Ahwar, Lodar, Dhala, Beihan, Qoban (Upper Aulaqi Sheikhdom) and Sah (Upper Aulaqi Sultanate).

492 Where no motors can yet penetrate, the traffic of the country is carried on camel caravans which still travel to Aden in large numbers; in the more mountainous districts small donkeys are employed for both passengers and goods.

205 There are no post offices in the Western Protectorate.

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden

Hadhramaut 79 MM2

COMMUNICATIONS

EASTERN PROTECTORATE

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The following roads exist :

	Miles	
Mukalla to Sai'un (East Road) . .	180	
" " Sai'un (West Road) . .	200	
" " Western Protectorate boundary	140	(partly on the beach)
" " Museina'a (near Mahra border)	80	
Various branch roads	200	
	800	miles

No licensing system has yet been introduced into the Eastern Protectorate States. The number of vehicles on the roads, including Residency and State owned, is approximately 170.

The main airport is at Riyan which is an R.A.F. station. Landing grounds exist at Qatn, Ghuraf, Gheil bin Yumein, Al Abr, and Asakir.

Aden Airways run a twice weekly service from Aden to Riyan with extensions to Qatn and Ghuraf in alternate weeks. The Ghuraf strip is also frequently used for private charter flights.

There are two post offices in the Eastern Protectorate, at one of which money order business is transacted. There are also 21 postal agencies.

Cable and Wireless Ltd. operate a telegraph service at Mukalla and Sai'un.